

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 21st July.

Two years ago the first German cable across the Atlantic was laid by the German Atlantic Telegraph Company. The original object of the Company was to establish an independent telegraphic service between Germany and the United States of America, which led to the laying of 4,188 knots of cable which was in working order on 1st September, 1900. It starts from the Continent at Emden and passes thence to the Azores and New York. The success of this undertaking has been such that owing to the ever increasing traffic a second cable is now to be laid and the duration of the original concession, granted upon the construction of the first cable, is now extended to the end of 1914. Provided the first section of this new cable, that is to say, the portion from Emden-Borkum to the Azores, is in working order at the commencement of 1904 and the second section, from the Azores to New York, at the beginning of 1905, the Government on behalf of the Imperial Post Office contract to pay the Company by means of quarterly instalments the fixed annual sum of M. 1,710,000 for the use of both the old and the new cables. But since the traffic during the first three years cannot in the natural course of events reach its full development, the payments during these years—1903, 1904 and 1905—will be reduced by M. 90,000, M. 80,000, and M. 30,000 respectively. For periods during which the cable may "fail" any cause for which is unworkable "condition" the Government will continue the annual payment, but the Company on the other hand incurs the liability to find other means of forwarding messages, by routes approved of by the Imperial Postal Authorities, and in the event of the Company being altogether unable to do so, it will be required to indemnify the Government to an amount not exceeding M. 1,710,000 for the increased cost arising from the use of a more circuitous and more expensive route. These concessions may be accepted by the Government, if the cable remains in unworkable condition for more than twelve months, or if the Company fails to effect the arrangement requisite for the prompt delivery of telegrams at New York and for forwarding without delay to their destination all telegrams for other places on the American Continent. The Post Office takes over the working of the cable to the German end, while the service at the Azores and in North America, as well as the establishment and maintenance of plant and mess falls upon the Company. The Company further contracts to take over, at the latest in 1904, the cable of the German-Sea-Telegraph Company, whose concession is at the same time extended to September 30, 1910. The line of this company, which was formed in 1898 with a capital of M. 3,260,000, runs from Borkum-Emden to Vigo. During the last three years it has paid dividends of 8 per cent, 5 per cent, and 3 per cent, respectively. In order to avoid needless competition with the Eastern Telegraph Company and the Brazilian Submarine Telegraph Company, an agreement has been entered into, by which each of these companies and the German Atlantic Telegraph Company participate in the undertakings of the other two, that is to say, each company holds shares to the value of M. 1,424,000 in the other two companies. From the time when the portion of the second cable between Borkum and the Azores is in working order the State will receive 16 pfennigs for each word passing between Germany and North America. After this deduction has been made from the charges for the first 3,750,000 paid words (taken at M. 1 per word) the surplus goes to the company. When this number of words has been exceeded the State will receive in addition to the 16 pfennigs a further share of 50 pfennigs per word till the number of 7,170,000 words is reached, after which all further receipts will be retained by the company. If the charge per word is fixed at more than a mark the State will get a proportionate increase upon the 16 pfennigs and 50 pfennigs, respectively, and if on the other hand the charges fall for any reason the royalty will undergo a corresponding reduction. In order to provide for the cost of laying this second cable the company is issuing 4 per cent debentures to the amount of M. 20,000,000.

Many are the systems of profit-sharing which have been devised with a view to maintaining falling prices. The latest is the decision of a number of firms engaged in the coal and iron trade in Germany to reintroduce the export bounty system. The basis of the agreement arrived at by them is to grant to buyers who export a bonus equal to the difference between the price on the German market and the export price. The plan includes a central office for verification of claims, from which dealers will regularly receive their bonuses on business done during each quarter. Special pains are taken to prevent speculation and an abuse of term sales by exclusion from the enjoyment of the bonus, which is only granted on the sale of the expired quarter when the exporter has himself actually taken delivery of the material during the quarter in question upon the stipulation that it is exported not later than the succeeding quarter.

Until the *Oceanic* was built by Harland and Wolff in Belfast the *Deutschland*, with a gross tonnage of 10,000, belonging to the Hamburg-Amerika Line, was the largest vessel afloat, but now the *North German Lloyd* is building in Stettin a still larger vessel than any yet launched. She is a twin-screw steamer of 15,500 tons register, with a displacement of 20,000 tons and will measure 215 metres in length, 21½ metres beam and 13½ metres in depth. She will be fitted with quadruple-expansion engines of at least 3,000 horse-power, which is calculated to give her a speed of 22 knots. There will be accommodation for 1,000 first-class passengers and 500 second-class passengers and the crew will number 380. The name of this new vessel will be the *Kaiser Wilhelm der Zweite*.

POLICE COURT.

Wednesday, 20th August.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

CRUELTY TO POWLS.

Hu Tao, a hawker, was fined £25 for indulging in that old practice of crowding fowls into a basket, whereby it was shown that they suffered unnecessary pain.

THE PENALTY OF INTERFERENCE.

Li Ho Tong, of the Hung Chung licensed grocer's shop, 23, Li U Street West, was charged by Lance-Sergeant Kerr with refusing to produce his liquor licence when called upon to do so. He pleaded not guilty, and was defended by Mr. G. K. H. Bruton, solicitor.

The complainant said that on the 17th inst., between seven and eight o'clock in the evening, he went to the defendant's shop to arrest two coolies for assault. On entering, he saw a coolie run upstairs, and at once followed him. At the head of the stairs he met the defendant, who asked him where he was going. The complainant explained the circumstances, and the defendant asked, "Where is your warrant?" "I have none," replied the complainant. "You can go no farther," said the defendant, and turned and went downstairs, where he told the defendant that he held a grocer's licence and that it was his place to assist the police. He next asked the defendant to show him his licence, and the defendant replied that he had none. "If you have no licence," queried the complainant, "why are you selling liquor in your shop?" He again asked the defendant to produce his licence, and this time met with the response, "No licence." At the moment the complainant noticed the licence hanging on the wall, and the next the defendant had taken it down and handed it to him.

After cross-examination by Mr. Bruton, who called for the defence two of his client's employees, the charge was found proven and the defendant fined the nominal amount of one dollar.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

DESTRUCTION.

A. W. Outerbridge, master of the s.s. *Singapore*, laid a complaint with the police the other day that sixteen of the Chinese firemen deserted the ship on the 18th inst. in the harbour here, almost immediately after the vessel's arrival from Cebu. As they had already drawn the greater part of their pay, the loss was all on the ship's side, and so efforts were made to arrest the men. Nine of them were arrested in various boarding-houses, and were remanded till the 23rd inst., Captain Outerbridge being unable to appear in Court owing to the outbreak of cholera on the steamer, which necessitated quarantining.

NORTHERN NOTES.

The following items are from the P. & T. Times of the 9th inst.:

There is some prospect of the incoming Administration taking over the whole native personnel of the existing police force, some 1,900 in all. We hope this policy will be carried out as the citizens contemplate with anything but equanimity the dismissal of so large a body of trained men who know so much.

The *ss. Min* was the first big vessel, if she deserves such an epithet, to pass through the upper "cutting." On her downstream voyage on Tuesday, she took the new channel and negotiated it with all the facility in the world. On Wednesday a two-toned with lighters came up stream through it, so we may now regard the channel as part and parcel of the fairway of the Pei Ho, although the dredgers have not quite finished their work.

The last news from Shensi is that the crops, indeed, the harvest, which visited Peking and the Western Hills last week extended over the central and southern parts of Shensi and Chihli. At Hwai Lu the rainfall was enormous and is estimated roughly at eight or nine inches for the week. The autumn crops are however not yet sown; the summer harvest is so poor as to be of little account, and the food outlook is very depressed.

Our city correspondent states that the city thieves have been busy of late trying the cash-shops; they are clearly of opinion that there will be a sort of interregnum in the handing over of the administration, in which lies their opportunity.

DISTRIBUTION OF WAR POWER.

In a little pamphlet entitled *British Dangers*, recently issued in London, Sir John Colomb, K.C.M.G., M.P., writes as follows on the geographical distribution of war power:

In the hemisphere it has greatly changed since 1890, but these changes may be passed by. The other hemisphere, however, has been entirely transformed from a negligible area to a vast theatre of prospective strife. Canada and the United States on one side divide between them a coast-line from Arctic ice to Mexico. Russia on the other holds a position from the gulf of Pechili to the north. Australia dominates the whole southern portion of the ocean, over which western nations search, somewhat in vain, for sources of power and profit. The northern ocean has given birth to a new power—Japan, with a population equal to that of the United Kingdom, and engaged in energetic pursuit of national ability to hold a place of distinction in the world's business and the world's wars. In that hemisphere China alone remains unimpressed by a century of stupendous change, and the eyes of all the nations of the world are fixed upon the government at Peking. It may be that the Eastern Question, the nightmare of many nations, is shifting from the Black to the Yellow Sea, and the centres of gravity of the world's dangers changing from one hemisphere to the other. Be that as it may, the fact remains that of all the powers of the world our Empire is the only one without machinery providing supreme administrative control over all resources under its flag, and without supreme executive authority to prepare and combine, in active visible form, for expression when required, the dormant power of infinite resources.

Now in no other State can we find a pattern to guide us, and no other Empire can furnish us with any example we can follow in providing necessary Imperial administrative and executive machinery, the absence of which is a prime source of weakness and of wars. This fundamental defect can only be remedied by following the old lines of our constitutional development, and by common concurrence of a series of self-governing communities.

LAT TELEGRAMS.

NEWS VIA CANTON.

SOUTH AFRICAN MATTERS.

MR. STERN'S ILLNESS.

London, 2nd August.

Mr. Stern and family have arrived at Southampton, where Mr. Stern was transferred on a stretcher aboard the Dutch steamer, whereon were the Delegates, Messrs. Fisher and Wessels, without landing. He is still paralysed in his legs. He undergoes treatment in Holland.

MR. SEDDON ON THE TREATMENT OF BOERS.

London, 3rd August.

General Lukes Meyer has arrived in England and is being lionised. The Right Hon. Richard Seddon complains that we are "making gods of the Boers."

A JOHANNESBURG REPRESENTATIVE ASSOCIATION.

London, 3rd August.

A movement is on foot at Johannesburg to organise a representative body which, in the absence of representative institutions, will be able to speak authoritatively on all matters of public interest.

REGULATING FEMALE IMMIGRATION.

London, 4th August.

The Women's Emigration scheme has now been taken over by the Government. It has been arranged to despatch a first party consisting of fifty domestic servants and six dress-makers to South Africa.

PRISONERS RETURNING.

Bombay, 4th August.

The transport *Englishman* has left Bombay for Colombo, with 93 Boer prisoners, en route for Durban.

OVER-CROWDING AUSTRALASIAN SOLDIERS.

London, 5th August.

An official enquiry has been instituted at Sydney concerning the alleged over-crowding of the *Dragon Grange*, reported on 31st July. The *Dragon Grange*, from Durban, has arrived at Wellington, with 55 sick; three deaths occurred on the voyage. Over-crowding is again alleged.

BRITISH INDIANS AND THE NEW COLONIES.

London, 7th August.

Mr. Chamberlain is communicating with Lord Milner on the position of British Indians in the Transvaal and Orange River Colony.

GENERAL NEWS.

CHAMBERLAIN AND KITCHENER FETTERED.

London, 2nd August.

Mr. Chamberlain and Lord Kitchener have been presented with the freedom of the Grocers' Company. A banquet was given to them last evening. In his speech Mr. Chamberlain said that the Government was a great administrator and well qualified to complete the work of Lord Roberts and Lord Kitchener. He said it would be the duty of Lord Milner—than whom none was more competent—to lay the foundation of freedom in South Africa. Mr. Chamberlain said he foresaw in reorganisation of newly-acquired territories something which would make the Empire something more than a mere geographical expression. The first duty of the country was to subvert every Government in the Empire which was not based on a provincial spirit tending to separation and to disintegration. He anticipated great results in this direction from the Colonial Conference. There were only two avenues toward Imperial unity, namely, Imperial Defence or Imperial Trade.

THE LIBERAL PARTY.

London, 2nd August.

The section of the Liberal party under the leadership of Sir Henry Campbell-Bannerman are highly incensed at Lord Rosebery's recent speech, especially at his claim that the victory at Leeds is a triumph for the Liberal Imperialists. They consider Lord Rosebery to be making an underhand attempt to undermine the influence of their leader.

THE KAISER AND LORD KITCHENER.

London, 2nd August.

The *Standard* bears that the German Emperor has sent a pressing invitation to Lord Kitchener to visit Germany, saying that the Kaiser's German Army will be proud to welcome so distinguished a soldier.

ROMANIA AND AUSTRIA.

London, 3rd August.

The King of Romania has arrived at Ichi on a visit to Emperor Franz Joseph.

THE TURKISH DEBT.

London, 3rd August.

An trade has been issued by M. Rouvier's scheme for the unification of the Turkish debt.

CARNEGIE'S GIFT TO JOHN MORLEY.

London, 3rd August.

Mr. Andrew Carnegie, who purchased the late Lord Acton's library of 50,000 volumes, has presented it to Mr. John Morley.

SUBSIDIES TO AUXILIARY CRUIZERS.

London, 3rd August.

Mr. Arnold Forster, speaking in the House in reference to auxiliary cruisers, said that by any foreigner or foreign corporation, but was only subsidising ships which the Government fully controls.

THE BOILER QUESTION.

London, 3rd August.

A consultative body will replace the Boiler Committee, and will watch the experiments resulting from the Committee's recommendations.

OBITUARY.

London, 5th August.

Sir Edward Hertelot is dead.

CENTRAL EAST AFRICA.

London, 5th August.

In the debate on the Central East African vote Lord Cranborne stated that the Foreign Office had not abandoned the hope of unifying Uganda and British East Africa. He refused to admit that the prosperity of British Central Africa was waning.

THE COLONIAL CONFERENCE.

London, 6th August.

Mr. Chamberlain presided at the Colonial Conference yesterday, when the Army and Navy Estimates were discussed, and the claims of Colonial contractors urged; also the cheapening of postal rates for newspapers and periodicals.

THE NILE.

London, 6th August.

It is expected that the Nile flood this year will be the lowest on record.

REDEMPTION OF THE CAMPANELLE.

London, 6th August.

King Emmanuel has contributed 100,000 lire to the Campanelle Restoration Fund.

REMARKABLE SPEECH BY LORD CRANBORNE.

London, 7th August.

Lord Cranborne, in a speech regarding the Chinese indemnity, said that Britain makes proposal to the Powers to alleviate the burden also to evacuate Shanghai; but he continued, "it is impossible for us to evacuate alone. We must in all respects have the most favoured-nation treatment." As to a secret treaty with Germany, providing especially for the partition of Portuguese Africa, if there was such a treaty, it was secret, and he was consequently unable to give the terms. He could say that we stood well with the continent of Europe and with our allies throughout the world.

London, 4th August.

In the Australians v. Sussex match, read Sussex went in and scored 185 in the first innings, and 130 for one wicket in the second innings. [The previous message was: "Sussex scored 185, of which 130 were for the first wicket."] London, 7th August.

Somerset beat Middlesex by seven wickets. The matches Kent v. Essex, and Gloucester v. Sussex, have been drawn. The other matches were abandoned on account of the rain.

NEWS VIA SHANGHAI.

KRUGER'S PROPAGANDA.

London, 15th August.

Ex-President Kruger announces to-day that he will not yield to British supremacy in South Africa, and will never seek permission to return to that land. The declaration comes from the Pro-Boer agency in Paris, which is so emphatic in its utterance as to convey the impression that Kruger has taken it under his personal charge and intends to use it for the issue of propaganda so long as he can get a hearing. He will probably have to support it from his own purse, for the other leaders show little disposition to waste time or money senselessly. Some of them, unhappily, seem willing to cling to Kruger and hold allegiance to a cause which has adopted the Bourbon principle never to learn or forget, so long as Kruger will not touch their bill; but as an agency in politics the Boer cry has utterly lost power, and it will hardly again be heard except now and then in feeble reminder of a cause that has been permanently shelved. The Irreconcilable Party scheme, to be formally launched at Utrecht a fortnight hence, is in the propaganda programme. It fails to give promise of mischievous vitality, and from present indications it will probably be moribund at birth.

INDIA-TIBET BOUNDARY DISPUTE ENDED.

London, 15th August.

Rectification of the India-Tibet frontier, which has been long in controversy between the British and Chinese Governments, has at last been completed. The adjustment adds 350 square miles to British territory. Both sides are glad that risk of further dispute is ended for the time being. China's interest in recent years has been largely more than nominal, it encouraged the Tibetans to outbreak and necessitated the constant activity of Indian troops for frontier service. While doubt remained concerning political control, Tibetan shepherds settled within the disputed territory. Their freedom from molestation emboldened them with the notion that the land was theirs and that the troops were interlopers. Hence disorder was always threatened and military vigilance could not be relaxed, even when the controversy had been referred to civil tribunals for settlement. The decision now reached has led to an order to clear the shepherds from the British district, and fresh activity may be expected from the troops. This district will now be occupied by Indians, and fall naturally at once under vice-regal control.—*Shanghai Times*.

AN INTERVIEW WITH COUNT MATSUGATA.

The Times Vienna correspondent in a telegram of the 18th inst. describes an interview with the distinguished Japanese statesman and financial reformer—Count Matsugata. We submit the most interesting portion of this interview:

Count Matsugata was most favourably impressed during his recent visit to London by what he saw of English social life and the working of British institutions. He was greatly struck by the enormous extent of British economic resources, and was convinced of the soundness of the financial system. He was, however, not much inclined to rest content with the laurels they had already won, and did not manifest all the energy that might be expected of the pioneers of commerce in maintaining their traditional leadership among the nations of the earth. On the other hand, the broad and sound basis of their industry and commerce formed a favourable contrast to that of certain other States where the monetary rate of progress was greater, but where there was some risk of an interruption of perhaps over-rapid development through financial difficulties of a serious kind.

On my referring to the apprehension said to be entertained in French colonial circles as to the impending establishment of close political relations between Siam and Japan in connection with the report of an impending visit by King Chulalongkorn to the Mikado, and the ideas ventilated in certain quarters that Japan was aiming at the leadership of the Eastern nations in opposition to Europe, Count Matsugata positively denied that there was any ground for such suspicion. The alliance with England was a clear indication of the Conservative aims of Japan, showing as it did that she had frankly committed herself to the maintenance of the *status quo* and the policy of the open door in China, and to co-operation with the Western world. The conclusion of that alliance precluded any ambitious scheme of expansion. Although it was very flattering to the Japanese to suppose them capable of acquiring the hegemony of the "yellow" races, they themselves took a more modest view of their strength and cherished quite a different ambition. As a matter of fact, they were committed to a policy of peace by the requirements of their domestic situation and the numerous political and economic reforms that yet awaited completion. But a still more important and permanent factor was that their sympathies tended towards Western civilisation, and that, while their educated and enlightened classes were fully conscious of the merits and possibilities of the Chinese race, the immense majority of Japanese strongly resembled being confounded with them or with any other Eastern people. Their aim was to be received into the comity of Western nations, not merely in a formal, but in a genuine and complete sense. While they regarded themselves as absolutely distinct from their Eastern neighbours, they believed that they were destined to be the mediators between modern occidental culture and certain forms of ancient Asiatic civilisation. For this reason, the Chinese could more easily acquire a knowledge of European achievements through the Japanese than directly. But the role of teacher and interpreter was something very different to the idea of exercising a political tutelage over the yellow races. M. Kato, ex-Minister for Foreign Affairs, who formerly represented Japan at the English Court, took occasion some time ago to point out the folly of endeavouring to gain the friendship of weak and disorganised Eastern nations at the cost of risking the confidence and sympathy of Europe. That would, he contended, be a particularly bad bargain for Japan.

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Hongkong, 6th May, 1902.

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Hongkong, 22nd July, 1902.

[1890]

The only Japanese adherents of the imagination of the two races were a certain number of aristocratic students of the Chinese classics and a small remnant of the old opponents of the new régime. These relics of a past which had disappeared for ever did not deserve the name of a party, and were of no political significance. These Europeans who apprehended a union of all the yellow races lost sight of the fact that the Japanese had no feeling of community and no sense of relationship with the other Eastern peoples. The circumstance that Japan assimilated the superior civilization of China some centuries ago, and that certain Chinese classics still formed an essential part of their higher education, contrary to the wishes of a portion of the community, was no evidence of racial relationship. On the other hand, the profound differences between the two languages as spoken was looked upon as proof to the contrary.

The Japanese regarded China as their best and most promising market. They already carried on considerable trade with that country, and hoped to extend it by helping Europe to open it up. The manufacture of textiles was, perhaps, their most important and hopeful industry, notwithstanding the fact it was handicapped by the necessity of importing raw cotton. It was also anticipated that Japan might presently be able to compete in the production of such articles as now obtained from Europe by the Chinese. But the Japanese were convinced that for a long time to come they themselves would be dependent upon Europe and America for the machinery which formed the basis of their new industries. They were strongly opposed to anything of the nature of political rivalry with Europe, and the open-door policy in China, their sole object being to secure a share of the common advantage accruing therefrom without any exclusive privileges.

MAY YOHE AND ANOTHER.

A New York despatch, dated the 24th July, says:

The charge of grand larceny formally made at police headquarters by May Yohe against former Captain Putnam Bradley Strong, who has mysteriously disappeared, has been withdrawn. May Yohe's lawyer notified the police to-night that his client wished to formally withdraw all charges against the missing Captain, and that the reward of \$1,000 offered for information as to his whereabouts also was withdrawn. The lawyer would only say that the charges were withdrawn for the sake of Strong's family. A special despatch from London to a afternoon paper says that Putnam Bradley Strong arrived there to-day on the steamer *St. Paul*, having sailed under an assumed name. In an interview he acknowledged his identity but denied positively the charge that he had pawned May Yohe's jewels. May Yohe, who was formerly the wife of Lord Francis Hope, sailed for Europe to-day on the *Fair Bismarck*. Her cabin on the boat was not engaged in her name, but she was aboard when it sailed.

In conversation with a representative of the Associated Press this evening, Captain Strong said that he had pawned about \$3,400 worth of May Yohe's jewellery at her request and for

her benefit, after they returned from Japan, and that Miss Yohe had received the entire proceeds from him at the time the jewels were pawned. "I have never had one dollar of May Yohe's money, and no person knows it better than she," continued Captain Strong. "The money on which I am travelling was received from the sale of my library, and of this fact May Yohe is also aware. I have done many foolish and unwise things, but I have not been a criminal. As to my future movements, I do not think that they should interest you greatly, but I will say that I purpose living quietly and endeavouring to redeem my good name. As to the story that I rifled her safety-box, that is an absurdity. May Yohe never had a safety-deposit box that I know of, and if she had one my banker could tell you that without her authority I could never have had access to it. I have one in my own name at the Knickerbocker Trust Company, which I suppose my family has opened, for I gave them full authority to do so."

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[42]

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NOTICES OF FIRMS

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Hongkong, 19th August, 1902. [2232]THE VICTORIA DISPENSARY.
NOTICE IS HEREBY GIVEN that Mr.
EDWARD LANGLEY has ceased to
be connected with the business.Mr. SOUTHERN KENT has been appointed
our REPRESENTATIVE for the HARBOUR
AND SHIPPING BUSINESS, and all orders
committed to his charge will receive immediate
attention.THE VICTORIA DISPENSARY.
J. B. CAPELLI, Manager.
Hongkong, 5th August, 1902. [2115]

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DIRECTOR OF PUBLIC WORKS,

Sandakan.
Hongkong, 4th February, 1902. [446]

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B. B. CAPELLI,

Care of Daily Press Office.
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IN an Office in Hongkong, a JUNIOR
ASSISTANT acquainted with General
Office work and Correspondence.
Apply by letter, with references, to—

ENQUIRER,

Care of Daily Press Office.
Hongkong, 20th August, 1902. [2224]

WANTED

SOME good CRANE DRIVERS. Men
who have been accustomed to driving both
Loco and Scotch Derrick Cranes.
Apply, in writing, with copies of testimonials,
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No. 84,

Care of Daily Press Office.
Hongkong, 20th August, 1902. [2230]PRINTING OF ALL KINDS at the most
moderate prices at
THE DAILY PRESS OFFICE.
All work is read and all work
is guaranteed to be perfect. Always
equal and generally superior to that
done anywhere else. Estimates given

INSURANCES

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
Incorporated 1851.
Cash Security \$255,719
Total Losses Paid \$23,769,240THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
WM. MEYERINK & CO.
Hongkong, 22nd July, 1902. [1427]SALAMANDER FIRE INSURANCE
COMPANY.THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
H. C. JACOB & CO.
Hongkong, 2nd April, 1900. [129]NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURGThe Undersigned AGENTS of the above
Company are PREPARED TO ACCEPT FIRE
Clas Foreign and Chinese Risks at Current
Rates.
SIEMSEN & CO.
Hongkong, 20th May 1895. [27]

PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [128]"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1838)THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.
P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [473]AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BRÜCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [118]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.
SIEMSEN & CO.
Agents.
Hongkong, 10th May, 1892. [2]THE LIVERPOOL AND LONDON AND
GLOBE INSURANCE COMPANY.
ESTABLISHED 1836.THE Undersigned having been appointed
AGENTS are prepared to ACCEPT
FOREIGN AND CHINESE RISKS against FIRE
at Current Rates.
WM. MEYERINK & CO.
Hongkong, 3rd June, 1902. [1573]TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURGThe Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
the rent Rates.
SIEMSEN & CO.
Agents.
Hongkong, 16th November, 1872. [25]NORTH BRITISH AND MERCANTILE
TILE INSURANCE COMPANY.TOTAL FUNDS at 31st DECEMBER, 1901.
£15,722,693.I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSCRIBED CAPITAL, £2,750,000 0 0
PAID-UP CAPITAL, £87,500 0 0
II. FUND FUNDS, £2,085,548 5 2The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.
SHEWAN, TOMES & CO.
Agents.
Hongkong, 1st July, 1902. [1796]

S. I. ENTING.

SURGEON DENTIST.
No. 10, D'AGUILAR STREET.TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [889]

THE AMERICAN SYSTEM

DENTISTRY.

DR. M. H. CHAUN,
33, DES VEAUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th March, 1902. [1638]

MR. CHADWICK KEW

DENTAL SURGEON,
No. 39, QUEEN'S ROAD CENTRAL.Office Hours—9 A.M. to 5 P.M.
Hongkong, 19th March, 1902. [1653]GRACA & CO., Importers and Exporters
of Foreign and Colonial POSTAGE
STAMPS, 53, Peel Street, Hongkong, have
just received for sale at their stall at Hongkong
Hotel Corridor a large variety of nice Pictorial
Post Card Albums, Pictorial Post Cards,
Panoramas of Hongkong, Macao, Canton,
Chinese Costumes, Views, &c., in Phototype
and Coloured Celotype. Assortment of Postage
Stamp Albums, Leaves, Hinges, Tweezer and
other Philatelic goods. Prices to suit all
Customers. Correspondents wanted. Foreign
orders promptly attended to. Cash with order
or at class reference. [1937]STEAMSHIP "TINGSANG" GENERAL
AVERAGE.NOTICE IS HEREBY GIVEN that all
Claims for damage to Cargo, and for
Cargo short received, must be submitted to the
Adjuster, MR. F. S. FULCHER (of the
China Traders' Insurance Co.), Hongkong, on or
before the 15th September next, after which
date no Claims will be recognized.
JARDINE, MATHESON & CO.,
General Managers.
INDO-CHINA S. N. CO., LD.
Hongkong, 14th August, 1902. [2190]

THE TRANSVAAL AS IT IS.

Mr. H. W. Nevins, the Daily Chronicle's
special correspondent, writes as follows from
Zoutpansburg district, South Africa, at the end
of June:—This is the savage region of the Transvaal.
It might be roughly marked out by a square
with sides 150 miles long, but its only actual
frontiers are the Limpopo, which divides it
from Rhodesia on the north, and the boundary
of the Portuguese territory on the east.
Large parts of it are still unexplored, and the
whole is occupied almost entirely by the native
tribes, which are not of the Zulu stock, but
akin to the Basutos, whose language they
speak without much variation. Pietersburg,
on the south-west edge, is the only place of
any importance. It is a small town of tin and
eucalyptus trees on the ordinary South African
model, and the Germans are there in force.
Indeed, Germans hold most of the district's
trade, which at present lies almost entirely
in things to please the Kaffirs—coloured blank-
ets, rough cloth, beads, snuff, bits of brass,
and other delights. The "Kaffir stores" are
scattered at wide intervals through the country.
People living within sixty miles call themselves
neighbours. A German who has kept a store
north of the Zoutpansburg range for many years
tells me he thinks there are not more than fifty
white families settled in the whole district.
Boers and a few British have farms near
Pietersburg, and along the southern edge near the
mines and rich cornfields of the Lydenburg
region, but the country as a whole is still given
up to natives, and large tracts are reserved for
them as locations, where no whites would be
allowed to settle if they wished to. But few
white men of unusual quality will seek a
solitude like that; and, besides, there is the
fever. The western side and the centre are
high, mountainous, and fairly healthy, but in
parts of the south and all along the north and
east the ground falls suddenly into the "low
country" draining into the Limpopo, where
lions and elephants still are common, but fevers
commoner than all wild beasts.

A COMMUNITY IN FEVER.

There is a sort of camaraderie among the
low-country people. They speak of themselves
and each other with pride, as one can imagine
the salamanders in a burning lake would speak.
Englishmen, Germans, Scot, and one Greek—
they are all brothers in the low country. I have
seen several lately, driven into Pietersburg by
the war, but one in especial, an Englishman of
high education, defeated with fever, his eyes
sunk and dull, his skin the colour of the dead,
his voice like a ghost, his body shrunken, his
fingers shrivelled to birds' claws. "Talk of
fever!" he says proudly. "Come down to the
low country and you'll show your fever. Take
quinine and you die of malaria. There's a
country for you." He says the natives suffer
horribly from fever, too. And yet all these
thin shadows of mankind swear by the land; they
have the utmost confidence in its future, and
their one thought is to return and live once
more in that scattered brotherhood of death.
No one who has listened as I have done to the
wild tales of the early trackers and trans-
port riders—tales of outworn men and of
crocodiles so hoary with age that reads grow
thick on their backs, and of lions so crafty
that the only way to see them is to wear a
lantern in your hut at evening and wait till
two eyes flash back its light—after all no one
can wonder at their choice.

GENERAL BEYERS.

The Zoutpansburg proper was naturally left
very much to itself at the beginning of the
war, though the Boers drove large numbers
of cattle into the bush-reds south and west
of it for protection. But when Roberts and
Buller cleared the line from Pretoria to
Machodorp, General Beyers was put in com-
mand of the whole North Transvaal with the
Pietersburg, Zoutpansburg, Pretoria, and
Krugersdorp commandos. He acted as the
connecting force between Botha in the east
and De la Rey in the west. It was thus that
he came so near to annihilating General
Clements's force at Nootgedacht, in the
Magaliesberg. Like all Boer generals, he has
great admiration for Clements, especially for
his skilful retirement on that day, but he
maintains that the force must have been
overwhelmed if only De la Rey had been able to
get his excited men out of the British camp
which they were looting. At the same time
he says the use Clements made of his big gun
in shattering the rocks about the Boers' heads
was something magnificent. He told me this
in a conversation at Pietersburg, for he is
there now on a visit with his wife and sister.
By profession a solicitor from Boksburg, he has
few characteristics of the old Boer stock except
his size and strength. The pale brown skin,
brown hair and eyes, and brown pointed beard,
all suggest some strain of Huguenot ancestry,
as does the peculiarly refined and sensitive
expression of face. "It was evident from his
story of the campaign that for the last two
years the Boers have been working on a more
organised plan than we supposed. He was
continually saying he received an order from
"the Government" to go here or there. He
told me the various generals were in constant
communication, and always knew each other's
movements. Every message was entrusted in
duplicate to six or seven scouts, and one of
them was quite sure to get through. After
Nootgedacht he was ordered to Cape Colony,
but a message came through from De Wet
to say that further invasion was useless at that
time, and he joined Botha in the Eastern
Transvaal. When the British secured the line
to Pietersburg, "the Government" ordered
him to return to the north and hold the district
with the Zoutpansburg commando, just to show
that they did not abandon it, even if he could
do no more. "So there I stayed," he went on
"doing the same as much harm as I possiblycould with my small numbers." He was thus
able to attack the refugee camp at Pietersburg
itself, and bring away some hundred or two of
fighting burghers shut up there. It was after
this that the camp was moved to Pinetown, in
Natal, where nearly all the burgher families
still are. Later on came his attack on Port
Edward near the Spelonken range, and his long
series of defensive engagements with Colonel
Cotébrander's more numerous force. All this
time he maintained his men in splendid condition,
chiefly, he thinks, by the continual riding and
outdoor life, but mules and beef never failed,
and they drew a lot of fruit from the Water-
berg, which stands west from the Zoutpans-
burg, and is one of the most fertile districts of
the Transvaal. There the burghers continued
to plough and sow the whole time, when they
were not fighting; and besides the peaches and
oranges from the orchards they discovered
three new kinds of wild fruit very good to eat.

PAST GRIEVANCES.

On three points he spoke with some bitterness.
He said the existence of the National Scouts (or
"Joiners" as they are now called) made the
settlement very difficult, especially as the Scouts
were now boasting that the war could not have
been finished without them. He also said the
leaders from the Eastern Transvaal had re-
ported at the Vereeniging Conference that the
British were no longer receiving the women
and children found in the field or outlying
farms. He did not know if this was true, but
the conference at least had believed it. As a
matter of fact I am quite sure the report had
no foundation of any kind. The third point
was the employment of armed natives by Colom-
brander, not merely as guards and drivers, but
as fighting irregulars in the field. He had
himself mentioned this to Kitchener, who had
expressed surprise and was inclined to doubt it,
but Beyers insisted on the point.

THE BLACK DANGER.

Lord Milner has asked us all to help bury the
hate, and certainly no one wishes to keep it
above ground. But the native question here is
always serious, and for the last few weeks things
seem to have been growing worse. There are
rumours of renewed fighting among the chiefs,
especially between Sekukuni and Malekutu,
north-east of here. Of course, it is impossible
to say anything for certain about it, for not
even the Intelligence people believe Kaffir
rumours now. But at Pietersburg there is a
woman whose husband—a German—was
murdered by his Kaffirs during the war, and
other white people are missing. Even round
the borders of the Zoutpansburg the Dutch
refuse to return to their farms unless rifles are
granted them, and no doubt the licenses will
be given without much trouble. There have
been court-martial lately for the murder of
unarmed Kaffirs by Kaffir pickets. The feeling
among the few white people left in Pietersburg
and the neighbourhood is very apprehensive.
They warned me earnestly not to come out
alone and unarmed among the kraals; so I took
a kodak with me, and have suffered no hurt at
all. Twice I have met Boers from Beyers's
commando wandering about in search of their
families, who had remained hidden in caves
among the hills. For the mountains here are
very much like the Matopos. They rise in
sudden peaks of enormous rocks, sometimes
worn smooth and round, as though by ice or
cycles of weather, and they abound in great
caves, from which I suppose the Spelonken (i.e.
"caves") range takes its name. Once in a
while, which by some accident had been allowed
to keep its roof, I found a Boer family
living under pretty ample conditions. After
the usual interval of suspicion, the man
brought out a two-day baby as a pledge of
confidence, whilst five other children, two small
pigs, and half-a-dozen chickens stood round
in admiration on the dusty floor. Then he con-
ducted me some ten miles away to his farm—a
poor enough homestead which he had built himself
with bricks he had made from the earth outside.
It was of course, a mere ruin—the roof, windows
and woodwork all vanished. But what went to
his heart was that the doors had not been burnt
for honest firewood by the troops, but were
built into the huts of a neighbouring kraal, and
he did not venture to take them back. I went
to see them, and found the head man of the
kraal sitting in front of them with a good full
of Kaffir beer (an intoxicating porridge), and
beaming in conscious pride at the grandeur of
his palace-gates.

AMONG THE KRAALS.

With those three or four exceptions I have
seen no other white people in the country, but
have visited perhaps twenty or thirty kraals.
In the big kraals they are thick on the ground,
and from some points I have counted as many
as seven in a sight. Whether it was the
click of the kodak and its look of evil eye, I do
not know; perhaps I was protected by an in-
stinctive kinship of nature; anyhow, I have
not met with the least danger or even hostility,
no matter how far I have been, or how un-
prepared the people were for my afternoon call. I
have always found them engaged as usual—the
women pounding mealies with wooden pestles
in mortars of hollowed tree-trunks, or threshing
out the millet-grain, or carrying in oases and
rods for building, whilst one beat a drum and
all joined in a monotonous chant. The men
who were at home would be sitting torpid with
Kaffir beer, or playing with sticks, or patching
hides, while from time to time they encouraged
female industry with a smile. Some of the men
are already back at the mines, and many are
still working for Government on the transport
wagons. But those are returning now in scores,
and the labour supply is short throughout the
country, because the Government has been
paying more than double the usual rate of wages,
and for the present the Kaffirs prefer to sit still.
Though it is not a high type of Kaffir here—
nothing to compare to the purple Zulus of
Natal—one cannot but admire the fanatical
cleanliness of the kraals and the beauty of their
construction. The use of wattle and thatchand canes, the contrivances to keep out cold and
sun, the hard and well-swept floors, the neat
palisades round each family and round the kraal,
the perfect simplicity of gourds and clay vessels,
and iron pots for common use, the beauty of
the oiled brass upon the dark skins at the
neck and arms and ankles—all such purposeful
adaptation of means at hand would give a fine
lesson in arts and crafts to most people who
pride themselves on the upholstery of their
villas. Nor is the life monotonous; it is still
varied by war, and affection spurs the young
to labour, that in exchange for oxen they may
at last purchase the love of women.

A NOBLE COMPLIMENT.

It is hard to leave this wild region, with its
mountains of piled-up rocks, its miles of thorny
bush, and lengths of deadly plain, its rivers
flowing only with sand, its savage lizards, and
strange birds and beasts, and men more strange.
The temptation is always not to turn back, but
to go on and on till the waters of the Nile are
reached. But now I must add only one word
on a thing I had heard of before by rumour,
and which Beyers confirmed. For all our
generals the Boers had some nickname, not
usually polite. But for Lord Methuen they
agreed among themselves to use no nickname at
all. He was so obdurate, so full of considera-
tion, so anxious to spare their homes if possible,
they agreed to call him Methuen and nothing
else. There is not a man in the Army who will
not appreciate the fineness of the compliment
and acknowledge its due. As for skill on the
field, Beyers ranks French as the most successful
of our men; but it was Kitchener's blockhouses
that ended the war, for they made ploughing
impossible.

JAPAN COALS.

KAISHA

MITSUI & CO.

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Cebu, Tientsin, Nanking, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Saeki, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Ichihara, Kanada, Kishida, Mameda, Manaoara, Onoura,
Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunkikura, and other Coal.
N. INUZUKA, Manager, Hongkong.

J. & H. GWYNNE, LD.

MAKERS OF THE LARGEST, MOST ECONOMICAL AND MOST SUCCESSFUL

CENTRIFUGAL PUMPING MACHINERY IN THE WORLD

FOR IRRIGATION, DRAINAGE
RECLAMATION, DOCKS, &c. &c.

"INVINCIBLE" CENTRIFUGAL
PUMPING MACHINERY
(STATIONARY TYPE), LARGE OR
SMALL, MADE FOR SEWAGE OR
WATER WORKS, AND FOR MANU-
FACTORIES OF ALL KINDS.

SPECIAL PUMPING MACHINERY FOR
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SIMPLE, COMPOUND AND TIPLE.
EXPANSION ENGINES OF ALL SIZES.

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BUDWEISER

BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES,
OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING
ASSOCIATION, ST. LOUIS.

TRADE MARK

BEER

This Beer is brewed of best Saazer Hops and
finest barley malt only, and warranted not to
contain chemicals in any form.
The Beer is bottled after being bottled, and
full nature is insured its fine and true in any
climate. Beautifully bright, admirably spark-
ling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [2036]

CARTRIDGES! CARTRIDGES!
JUST LANDED A NEW STOCK OF
ELY'S and KYNOL'S SPORT-
ING CARTRIDGES and NEWCASTLE
CHILLED SHOT.

20 BORE CARTRIDGES
16 " "
12 " "
10 " "
8 " "

WM. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 3rd January, 1901. [115]

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	DATE
GLASGOW and LIVERPOOL	DIOMED	On 20th August.
GLASGOW and LIVERPOOL	JASON	On 23rd August.
GLASGOW and LIVERPOOL	NESTOR	On 13th September.
GLASGOW and LIVERPOOL	MACHAON	On 18th September.
GLASGOW and LIVERPOOL	KAISOW	On 18th September.
GLASGOW and LIVERPOOL	ACHILLES	On 25th September.

TO	HOMEWARDS	DATE
LONDON	DIOMED	On 2nd September.
LONDON	DABIANUS	On 16th September.
LONDON	DIOMED	On 30th September.
LONDON	JASON	On 14th October.
LIVERPOOL	DIOMED	On 29th September.

Hongkong, 20th August, 1902.

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO.CHINA NAVIGATION CO.,
LIMITED.

FOR	TO SAIL	DATE
Kobe	"YUNNAN"	On 21st August.
NAGASAKI & Kobe	"SHANGHAI"	On 23rd August.
Chefoo and Newchwang	"KWEILIN"	On 26th August.
Manila	"SUNGKIANG"	On 27th August.
PORT DARWIN, THURSDAY	"TSINAN"	On 23rd Aug. at 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th August, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, KOREA & YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th August, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS:
"TSINAN" leaves on 23rd August.
"CHANGSHA" leaves on 24th September.
"CHINGTUNG" leaves on 24th October.
"TAIKUAN" leaves on 24th October.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE

Agents

CHINA NAVIGATION CO., LD.

Hongkong, 1st August, 1902.

THE CHINA MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship

Captain E. W. Almond will be despatched for the above port on THURSDAY, the 20th inst. at 4 P.M.

Higher class Passenger Steamer. High-powered, steam and fuel on the sun. All accommodation amiable. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Agents.

Hongkong, 19th August, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR AUSTRALIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"CHUBAN,"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 30th August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 18th August, 1902.

THE NEW YORK VIA SUEZ CANAL.

THE Steamship
"GLENHOB,"
Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 19th August, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.
"SENECA" About 18th August.
For Freight and further information apply to
STANDARD OIL COMPANY OF NEW YORK
Oriental Shipping Department.
Agents.

Hongkong, 19th August, 1902. [2176]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.
1902
"LENNOX" About 25th Aug.
"HEATHBURN" 26th Sept.
"AFRIDI" 20th Sept.
"HILGLEN" 27th Sept.
"RICHMOND CASTLE" 11th Oct.
"LOTHIAN" To follow.
"LOWTHER CASTLE" To follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 21st August, 1902. [711]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship

"LAOS"
Captain Flaudin, will be despatched for the above ports on or about MONDAY, the 25th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 20th August, 1902. [7]

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

THE following Steamers will be despatched as above at monthly intervals, carrying Cargo at reduced rates.

PROPOSED SAILINGS FROM HONGKONG.
S.S. "INDRANI" 15th Sept. 1902.
S.S. "INDRAWADI" Oct. 1902.

For Freight and further information, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 20th August, 1902. [2280]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"AFION"
will be despatched for the above port on or about the 15th September.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.

Hongkong, 20th August, 1902. [2234]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH-BILLS OF LADING for all the principal ports in South Africa, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

TOYO KISEN KAISHA (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU"
3,876 Tons.
Captain Tate, will be despatched for MANILA on

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.

Prince's Buildings, Lee House Street.
Hongkong, 9th August, 1902. [116]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PARRAMATTA,"
FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex ss. Himalaya.
From Australia, ex ss. Oceana.
From Persian Gulf, ex ss. Pemba and Kilma.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 15th inst.

Goods not cleared by the 21st inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificate of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWETT,
Superintendent.
Hongkong, 15th August, 1902.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINCESS IRENE,"
OF THE NORDDEUTSCHER LLOYD,

having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY, the 19th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th August, at 9.30 A.M., and THURSDAY, the 28th August, at 9.30 A.M.

All Claims must reach us before the 2nd September, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 10th August, 1902. [5]

HONGKONG STEAMERS.

Arnold Luyken, German str., 1,075, Payson, Aug. 14, R. A. Trading Co.

Benglo, British str., 1,939, Potter, Aug. 20, Gibb, Livingston & Co.

Berwick, British str., 1,467, Webster, Aug. 20, Gibb, Livingston & Co.

Bjorn, Norw. str., 722, Christensen, Aug. 16, Carlqvist & Co.

Braemar, British str., 3,216, Watt, July 11, Dodwell & Co., Limited.

Brundage, German str., 872, Fungo, Aug. 18, Order.

Buenos Aires, American str., 275, Ross, July 8, Order.

Camden, British str., 4,195, Andrews, Aug. 20, F. & O. S. N. Co.

Changsha, British str., 1,463, Moore, Aug. 16, Butterfield & Swire.

Chibbi, British steamer, 1,243, Cowan, Aug. 20, Butterfield & Swire.

Chiyun, Chinese str., 1,211, Sleeman, Aug. 16, Chinese.

Chow, German str., 1,055, Kohler, Aug. 14, Butterfield & Swire.

Chong, German str., 1,115, Textor, Aug. 20, Butterfield & Swire.

Chowshan, British str., 1,282, Sinclair, Aug. 8, Bradley & Co.

Crow, of Arragon, British str., 1,474, Dorward, Aug. 18, Gilman & Co.

Diamond, British str., 1,254, Rodger, Aug. 16, Shewan, Tomes & Co.

Donjon de Larrage, Brit. str., 2,851, Hudson, Aug. 11, Dodwell & Co., Limited.

Doric, British steamer, 4,975, Smith, Aug. 16, F. & O. S. N. Co.

Elia, German str., 1,702, Schonwandt, Aug. 19, Japan & Co.

Empress of India, British str., 3,003, Marshall, Aug. 19, C. P. R. Co.

Fausang, British str., 1,410, Payne, Aug. 17, Jardine, Matheson & Co.

Hermann Menzel, German str., 1,435, Schutt, Aug. 20, East Asiatic Trading Co.

Hue, French steamer, 704, Goddard, Aug. 18, A. R. Marty.

I. de la Reina, Amr. str., 630, Such, Aug. 3, Order.

Kiutuck, British str., 2,880, Forsy, Aug. 20, Dodwell & Co., Limited.

Kowloon, German str., 1,495, Stehr, Aug. 17, Siemens & Co.

Kwangle, Chinese str., 1,467, Lincoln, Aug. 19, Chinese.

Kwellin, British str., 1,108, McIntosh, Aug. 17, Butterfield & Swire.

Laisang, British str., 2,225, Young, Aug. 1, Jardine, Matheson & Co.

Lisa, Swedish steamer, 998, Hornsahl, Aug. 20, Order.

Loonmoon, Ger. str., 1,345, Schulz, Aug. 19, Siemens & Co.

Lowther Castle, British str., 3,996, Watson, Aug. 20, Dodwell & Co., Limited.

Machow, German str., 995, Hayee, Aug. 7, Melchers & Co.

Marie-Jeanne, Ger. str., 1,771, Hommet, July 22, Japan & Co.

Pakistan, British str., 1,236, Reid, May 28, Order.

Pax, British steamer, 1,207, Rankin, Aug. 3, Melchers & Co.

Phra C. C. Kio, German str., 1,012, Bohn, Aug. 18, Butterfield & Swire.

Progress, German str., 882, Meyer, Aug. 17, Siemens & Co.

Prono, German str., 632, Grandt, Aug. 17, Siemens & Co.

Reata, German str., 1,146, Johannsen, Aug. 18, Chinese.

Rejoice, Amr. str., 2,972, Ohno, Aug. 16, Nippon Yusen Kaisha.

Sabi, British steamer, 1,611, Almond, Aug. 19, Shewan, Tomes & Co.

Sangkian, British str., 1,021, Osterbridge, Aug. 17, Butterfield & Swire.

Tacoma, British str., 1,689, Dixon, Aug. 7, Dodwell & Co., Limited.

Skuld, Norwegian str., 914, Berbon, Aug. 16, Chinese.

Taihang, German str., 939, Wiekling, Aug. 19, May & Co.

Taiwan, British str., 1,544, Bradley, Aug. 14, Jardine, Matheson & Co.

Tolmich, British str., 4,801, Goodwin, Aug. 20, Butterfield & Swire.

Theodor Will, German str., 3,369, Mayerhof, Aug. 18, Jensen & Co.

Tordenskjold, Norw. str., 736, Bruhn, Aug. 18, Sander, Wier & Co.

Triton, German str., 1,039, Clausen, Aug. 10, Chinese.

Tsuan, British str., 1,480, Lindbergh, Aug. 19, Butterfield & Swire.

Tsungrisan Maru, Jap. str., 2,560, Narasaki, Aug. 19, M. B. Kaisha.

Victoria, Swedish str., 988, Hellberg, Aug. 7, Chinese.

Woosung, British str., 1,109, Dowson, Aug. 12, Butterfield & Swire.

Yikang, British str., 1,835, Bowker, Aug. 14, Jardine, Matheson & Co.

Yunnan, British str., 1,206, Bonson, Aug. 18, Butterfield & Swire.

Zafiro, British str., 1,611, Ramsay, July 11, Shewan, Tomes & Co.

MAILING VESSELS.

Adolph Obier, Amr. barq., 1,006, Amesbury, May 20, Standard Oil Co.

Atlas, American ship, 1,552, McKay, July 14, Standard Oil Co.

Gypson, British barque, 516, Boga, June 13, Standard Oil Co.

Hamburg, British barque, 1,649, Caldwell, June 18, Siemens & Co.

Kelt, British ship, 7823, Hughes, July 23, Order.

Kjondhild, Norw. ship, 895, Iversen, June 13, Sander, Wier & Co.

Manuel Llaguno, Amr. ship, 1,468, Niehoff.

July 31, Standard Oil Co.
Vale of Lost, Amr. barque, 603, Petersen.
July 1, Sander, Wier & Co.
Willcott, Amr. barque, 1,805, Macdon, Aug. 8, Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Weihaiwei.

Albatross, battleship, 12,950 tons, 16 guns, 13,500 h.p., Comdr. H. M. Jernam, at Weihaiwei.

Algerine, aloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Straits.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at Weihaiwei.

Aroha, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, en route Hongkong.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., Japan.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Hongkong.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. F. M. Leake, at Simha.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, at Weihaiwei.

Crosby, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, at Weihaiwei.

Eclipse, cruiser, 4,800 tons, 11 guns, Captain Stokes, at Weihaiwei.

Espiegle, gunboat, 3,670 tons, 10 guns, Comdr. Ernest G. Barton, en route Hongkong.

Fane, torpedo-boat destroyer, 360 tons, 6 guns, 3,700 h.p., Capt. Colin Mackenzie, D.S.O., at Weihaiwei.

Farrelle, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, on Yangtze.

F

POST OFFICE NOTICES

The Nippon Maru, with the American Mail of the 24th ult., left Shanghai on Monday, the 18th inst., at 7 p.m., and may be expected here to-day.

The Loon, with the French Mail of the 25th ult., left Singapore on Tuesday, the 19th inst., at 4 p.m., and may be expected here on or about Tuesday, the 26th inst. This packet brings replies to letters despatched from Hongkong on the 21st June.

MAILS WILL CLOSE

FOR	PER	DATE
Canton, Quing Tokeu, Hoihow, Pakhoi and Iaihong.	Hankow	Thursday, 21st, 7.30 A.M.
Macao	Hue	Thursday, 21st, 8.00 A.M.
Shanghai, Peking and Calcutta	Beiping	Thursday, 21st, 12.15 P.M.
Manila	Chinghai	Thursday, 21st, 2.00 P.M.
Singapore, Penang and Calcutta	Lahore	Thursday, 21st, 2.00 P.M.
Manila	Diamond	Thursday, 21st, 3.00 P.M.
Shanghai	Tientsin	Thursday, 21st, 3.00 P.M.
Kobe	Taipei	Thursday, 21st, 3.00 P.M.
Quing Chow Wan	Tientsin	Thursday, 21st, 4.00 P.M.
Manila	Macau	Thursday, 21st, 4.00 P.M.
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma	Sorogon	Thursday, 21st, 4.00 P.M.
Karatsu	Kinshu	Thursday, 21st, 4.00 P.M.
Canton	Kachidate Maru	Thursday, 21st, 5.00 P.M.
Singapore	Panama	Friday, 22nd, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU, and SAN FRANCISCO.
(Supplementary mail on board up to the time fixed for departure of the mail.
Extra Postage 10 cents.)

Yokohama and Kobe
Yokohama
Swatow, Chefoo and Tientsin
Hongkong
Singapore, Samarra and Sourabaya
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne and Adelaide
Nagasaki and Kobe

Europe, &c., India via Tientsin
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle
Manila
Chefoo and Newchwang

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA and VANCOUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail.
Extra Postage 10 cents.)

Manila
Weihaiwei and Tientsin
Thursday Island, Townsville, Brisbane, Sydney and Melbourne

Europe, &c., India via Tientsin
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)
(Supplementary mail on board up to the time fixed for departure of the mail.
Extra Postage 10 cents.)

TO-MORROW.

Sale, Furniture, Sales Rooms, Messrs. Hughes & Hough, 11 a.m.
Meeting of Queen Mines, Ltd., 11.45 a.m.
Meeting of Oliver's Freehold Mines, Ltd., noon.
Sale, Furniture, 38, Leighton Hill Road, Bowington, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL

CLOSING QUOTATIONS.

20th August.	
ON LUXDOB.—	
1000/1000 Transfer	1.81
Bank Bills, on demand	1.81
Bank Bills, at 30 days sight	1.81
Bank Bills, at 4 months sight	1.81
Cre. at 4 months sight	1.81
Documentary Bills, 4 months sight	1.81
ON FAHIN.—	
Bank Bills, on demand	1.81
Cre. at 4 months sight	1.81
ON GERMANY.—	
On demand	1.78
ON NEW YORK.—	
Bank Bills, on demand	1.81
Cre. at 30 days sight	1.81
ON HANKOW.—	
Telegraphic Transfer	1.80
Bank, on demand	1.80
ON CALCUTTA.—	
Telegraphic Transfer	1.80
Bank, on demand	1.80
ON SHANGHAI.—	
Bank, at sight	74
Cre. at sight, 30 days at rat.	74
ON YOKOHAMA.—	
Bank, on demand	181 p.c. pm.
ON MANILA.—	
On demand	11 p.c. pm.
ON SINGAPORE.—	
On demand	1 p.c. pm.
ON BATAVIA.—	
On demand	104
ON HAIPHONG.—	
On demand	11 p.c. pm.
ON SAIGON.—	
On demand	1 p.c. pm.
ON BANGKOK.—	
On demand	60
ON HONGKONG, Bank's Buying Rate	11.37
D LEAF, 100 lbs, per ton	26
SILVER, per oz.	84

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.K. steamer Nippon Maru left Shanghai for this port on the 18th inst., at 7 p.m., and is due here to-day, at daylight.

THE FRENCH MAIL.
The M.M. steamer Loon, left Singapore on the 19th inst., at 4 p.m., for this port via Saigon.

THE N.Y.K. MAIL.
The N.Y.K. steamer Tanaka Maru (European Line) left Shanghai for this port on the 18th inst., at 7 p.m., and is expected here to-day.

The H.A. steamer Erythra, from Hamburg, left Singapore for this port on the 16th inst., and may be expected here to-morrow.

The N.P. steamer Tacoma left Yokohama for Hongkong on the 25th ult.

The A.L. steamer China left Kobe via Moji on the 20th ult.

The N.Y.K. steamer Kure Maru (Australia Line) left Kobe via Nagasaki and Shimoda for this port on the 18th inst., p.m., and is expected here on the 27th inst.

The E. & A. steamer Eastern, from Sydney, &c., has left Port Darwin for Timor, Manila and this port, and is due on the 1st prox.

The N.Y.K. steamer Hwanghai Maru (Bombay Line) left Bombay via Colombo and Singapore for this port on the 17th inst., and is expected here on the 5th prox.

The Boston steamer Hwanghai arrived at Yokohama from Tacoma on the 9th inst.

The P. & A. steamer Indraganah, from Portland (Or.) on the 29th ult., arrived at Yokohama on the 15th inst.

The C.P.R. steamer Turtar left Vancouver on the 4th inst., p.m., for Hongkong via the usual ports of call.

The N.P. steamer Glenogle left Tacoma for Japan and Hongkong on the 14th inst.

STRAMERS PASSED THE CANAL.
OUTWARD.—8th July—Anabara, 11th—Proctor, 10th—Dahab, 12th—Suez, 13th—Suez, 14th—Suez, 15th—Suez, 16th—Suez, 17th—Suez, 18th—Suez, 19th—Suez,